

**Northgate Coordinated Transportation Investment Plan (CTIP)**  
**Policy, Financing and Technical Assumptions**  
**Stakeholder Comments and Staff Responses**  
**February 24, 2005**

**Comment:** Benchmark for traffic volumes on non-arterial streets is set too high.

**Response:** Staff reworked the section on performance measures for non-arterial streets. The new approach takes into account the interaction of a range of street conditions that might affect livability. These conditions include traffic volume and speed, collision history, pedestrian facilities, school walk routes, pedestrian and bicycle connectivity and unique street features such as street width, sharp curves and parking. Using a weighted scoring system, non-arterial streets will be ranked to help indicate where improvements are warranted. More defined benchmarks may be established later.

**Comment:** For Arterial Corridor Level of Service (Travel Time), modify slightly the boundaries for Meridian Avenue N segment and NE 130<sup>th</sup>/125<sup>th</sup> segment. In addition, include NE 92<sup>nd</sup> Street between Wallingford Avenue N and 5<sup>th</sup> Avenue NE.

**Response:** For the Meridian and NE 130<sup>th</sup> segments, boundaries have been adjusted as suggested. The suggested 92<sup>nd</sup> St. segment is too short for a travel time analysis (according to Highway Capacity Manual guidelines). *However, five intersections on NE 92<sup>nd</sup> will be evaluated for travel delay and safety for all modes.*

**Comment:** Extend Meridian Ave. N corridor study south to 80<sup>th</sup> St., and possibly Greenlake Way N. Extend Northgate Way corridor to include Lake City Way and Aurora Avenue.

**Response:** *Traffic entering/leaving the Study Area from arterial streets outside the Area will be included in all CTIP traffic analyses.* However, resource constraints limit the Study Area to the boundaries as identified in the Northgate Area Comprehensive Plan (NACP) and EIS.

**Comment:** For Pedestrian Connectivity within Urban Center, add connection from new Civic Center to Transit Center.

**Response:** Included as suggested.

**Comment:** Revise Arterial Level of Service (LOS) benchmark upward from E to B or C.

**Response:** Policy 10 of the NACP states, "Reduce the impact of increases in traffic volume by minimizing conflicts with local access streets, and improve traffic flow, circulation and safety *without increasing vehicular capacity*".

Setting a preliminary LOS benchmark at E is consistent with professional standards for performance within an Urban Center where non-motorized movements and transit are given high priority. This benchmark may be adjusted when traffic forecast volumes are available. Setting the benchmark at a level that could not be achieved or maintained without significant roadway capacity improvements (i.e. lane widening) would be inconsistent with the vision, goals and policies of the NACP.

**Comment:** Expand examination of transit functions to include use/needs for origins and destinations to the west.

**Response:** Transit Performance Measures include analysis of service characteristics to nearby Urban Villages including ones designated as Aurora Ave. N@97<sup>th</sup> and Aurora Ave. N@N 130<sup>th</sup> (both are west of I-5).

**Comment:** Expand pedestrian study to include key connections on the east side of I-5 and along N 92<sup>nd</sup> St.

**Response:** Pedestrian Performance Measures include the connection between North Seattle Community College and the Transit Center (via N 92<sup>nd</sup> St.). The College Way N/Meridian Ave. N corridor will be evaluated between N 92<sup>nd</sup> St. and NE 115<sup>th</sup> St.

**Comment:** CTIP should take into account known or anticipated project plans such as the Lorig development, Mall redevelopment and the new Civic Center.

**Response:** CTIP will include such “pipeline projects” within its traffic forecasts.